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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

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CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

REVIEW ON: Mar 2001

GF026-81

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DC-96

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information.
2. (S/NOFORN) The remote viewer's impressions of the target are provided as raw intelligence data, and, as such, have not been subjected to any intermediate analysis, evaluation or collation. Interpretation and use of the information provided is the responsibility of the requestor.
3. (S/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB A are drawings made by the remote viewer reference his impressions of the target site. At TAB B is target cuing information provided the remote viewer. This session conducted concurrently with Session DC-97.

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION DC-96

TIME

#14: This will be a remote viewing session for 12 March 1981. Mission time is 1100 hours.

All right #01, the time is now 1100 hours. On 17 February 1981 at approximately 0700 hours local target time, an Army UH-1H Huey helicopter disappeared with three crew members on board. The tail number of this aircraft is 73-21711. I want you to move back in time, back in time to the 17th of February, some time before the disappearance of this helicopter. I want you to join the crew as an observer, I repeat, only as an observer. I would like you to describe the events preceding the disappearance of this aircraft.

PAUSE

+02 #01: Got a checklist...going over checklist..... Somebody's throwing switches... Bird's sitting on the ground...just going through a pre-flight checklist. Apparently get a delay in takeoff..... Uh....just a minute.....

It's a single mission, one bird. I'm having trouble ascertaining the reason for the flight. It'll come in a minute, but they delayed it until takeoff for, uh....a bad, uh, bad dash light, but they, uh, they got this squared away and they...took off on a mission going, uh, going west southwest from their, uh, takeoff point. Tryin' to figure their takeoff point was, uh...keep winding up right in the center of the United States, south part, steppin' over from the....just up an' over from the Mississippi River delta. Not sure if that's right. Let me work on that a minute. Just a minute.....

+05 Not sure which is overlay here. I get a, keep wanting to put it in, uh, in extreme northeast Louisiana when it went down, but flashes I'm havin', I'm havin' flashes of scrub-brush and sand, for some reason. Like,uh...was flying over the middle of nowhere. Some kind of a test area with...lot of dirt roads on the ground. Old trails and dirt roads... Map impression I get is somewhere in....east northeast Louisiana, just across the border. Flying, uh, west southwest...

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+10 #01: Got like a bolt coming loose in a rotor, snapping in the rotor...in the rotor. It's doing a hard pitch to the right. Going over and into the...into like a, uh...it doesn't appear to be any kind of a swampy area, just a lot of trees. Very rugged and mountainous area. Going in through some trees, breaking up... Don't have any fire or anything though. Lot of white smoke...steam or something... They were carrying evidently some kind of a....just a minute..... I'm carrying a...some kind of papers rolled up in a tube... couple small boxes...small sealed cartons, spare parts. Got 'em at the, uh, got 'em at an altitude of about, uh, 2,000 feet maximum, possibly lower, 1,500 feet. Cruising....just a second... Cruising, uh...110, 115. I just get this violent crack, like a popping noise. Part of the tail rotor section comes around hard to the left, and the bird does a right roll over, and just goes straight into the trees. The whole thing's like, uh...8 seconds if the m-, that's max, 8 seconds, 5 seconds. It's all over with. It's a violent pitch to the right. It breaks up on impact.... Somewhere in the eastern, or northeastern section of Louisiana. That's all I'm gettin'....

#14: All right. I want you to close your eyes again, and I want you to focus on helicopter 73-21711, today, present time, today. How can we find this helicopter? How can the search parties find this helicopter?

#01: Okay, just a minute.

#14: Okay.

PAUSE

#01: I'm in the, uh.....in the south, in this west southwest flight path that it has to take from its departure point. There is a relatively close, uh, vector change in flight plan. It's like it's a, uh...a heading change. And, uh, for some peculiar reason there's...there's two ways you can go there. You can fly the new plan heading...or you can go on a more southernly angle. Like it's like, uh, flying out on a heading and going west southwest. Flying out and heading up like, uh...to 260 degrees...you can, uh, the flight, the flight heading change would be going from 260 degrees to 272 degrees. But instead you can, you can fly at 220 degrees and go down through a section of very rugged mountains, come out in a northeast basin in Louisiana, northeast basin area or come down out of the mountain area into the hills. Pick up a, uh, apparently it's a railroad line of some kind, railroad or some kind of...kind of railroad or something you could follow. And, uh, this is apparently what they did. They didn't make their vector change but swung further south, apparently to bypass bad weather in the northern section of the mountains. And just didn't, uh, come out of the, the mountain section.

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+20

#01: As you wanna fly to the vector point and...fly like a 220 degree angle off that vector point and, uh...see 12 to 15 minute flying time...would put you right over the, uh, the wreck site. Be easy to find, it's recognizable from the air by, uh...it's on the, uh, southeast face of the slope. And there's recognizable tree damage but no visible signs of the helicopter. You would have to see the tree damage to recognize the impact area. Try and look for a town... Apparently northeast of a small town, about 22 miles northeast. Almost, uh, if you were standing in the town you would be...to look at the wreck site you would look up at about a 45 degree angle, 45 degrees from the town, to the wreck site, 22 miles. It's like a natural L shape. Comes down to the mountains. Series of valleys or...the way the mountains flow makes like a natural L shaped pathway that it was flying. That's all I get.

#14: Can you tell me anything about the crew members on board? Would you like-

#01: Just a minute.

#14: Would you like their names?

#01: No, just a minute..... Do you want current status or earlier status? What? When?

#14: As of this time, current status.

STAT

#01:

PAUSE

#14: I have no further questions at this time, other than, uh... the, uh, the ability to pinpoint this site. If you can expand on that, fine. If not, uh, we'll call it quits.

#01: Give me a minute.

PAUSE

#01: I get a word like, uh, Marks...Marks B or Marks Bow or something like that. Or definitely Marks something, M-a-r-k-s, and then some other letters..... Plus I get a symbol impression as well. I get a...looks like a 5 pointed star in a, like inside the center of a gray circle. I don't know what that means. Just get that..... Outside there's a very large overall outline that I can draw with a....it's like a coastline or something...mountain line. That's all I got.

#14: Okay.... Okay, at this time we'll pause for debrief.

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- #14: We're now ready for debrief.
- #01: Okay, uh, before I forget it I'll just say that, uh, what I saw happening to the helicopter is this, uh, I had an impression of, uh, somewhere up near the main head of the rotor assembly I had this white metal plate. This picture, this mental of a metal plate with, uh, four bolts running through it. And they seemed to be li- well, I don't know what I mean by that, but they run through like holes that are lined. And, uh, the metal looks like a, uh, almost like a, uh, aluminum. But I have this piece of plate with the four very heavy bolts, uh, just coming to pieces, you know, just ripping to pieces. And the rotor is, uh, like breaking backwards. And the, uh, violent, there's a vi- like a violent shaking for about 2 seconds and this bird rolls over. Like the tail rotor kicks around to the left and, you know, brings the whole tail around with it. As the bird just does a hard roll over to the right, goes right in through the trees. I mean it's just all really quick. Very violent maneuver, you know.

Page 1 is a picture of a....the area as I perceived it. The red dotted line is, uh, the state border. I don't know if that's the way it goes or not, but I perceive it to be that way. The dotted line is the flight path from the departure point. 260 degrees where it changed to 200 is a normal vector changing point. I mean it's like a, you know, whole lot of flight paths converged there. Instead of changing to the 270, which would have been the normal flight change, 'cause of bad weather hanging over the northern section of these mountains, this mountain range, they swung left to come south to pick up, uh, more visible, uh, more visible flight, uh-

- #14: Reference.
- #01: -reference points. Like this railroad tracks. I feel like they were comin' down for these railroad tracks. And, uh, they were about 12-15 flying time into this more southernly vector of 200 degrees when they had the problem with the rotor and just rolled straight over into the trees. Uh, the town that I labeled here is about 45 degree angle from the crash site to the nearest section of coastline is around 115 miles distance.

The, uh, page 2 is kind of a view of what you're looking at flying down the route they would have flown at 220 degree heading. Coming straight out of this valley. Uh, the only thing of notable interest that you can see is a long string of like these, these big 50 KVA power line type things. I don't know if they're 50 KVA. They could be 250 KVA, I don't know, but they're big. And they kinda roll over the top of the farthestmost hill right out in front, going kind of, uh, southwest to the direction that you're travelling. And,

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#01: uh, the impact area, in order to see it you're gonna have to be flying in a 220 heading, very low to the ground and looking for the tree damage. 'Cause I mean, the angle they went in, the slope of the hill and everything, it was almost a clean entry into the trees, you know, one of those. They didn't break up too many trees goin' in that way.

#14: Okay. So you mentioned the only way to find it is to look for tree damage.

#01: Tree damage, right.

#14: And you said earlier on that there was no fire, only white smoke.

#01: Just a lot of white smoke, you know, like you would have with the, with, uh, you know, potential for fire. But none occurred.

#14: Right.

#01: There might have been some minor burning, but it went out, or didn't fully ignite or anything. Just a lot of white smoke. That's about it I guess.

#14: Uh, is the town visible in drawing number 2?

#01: No.

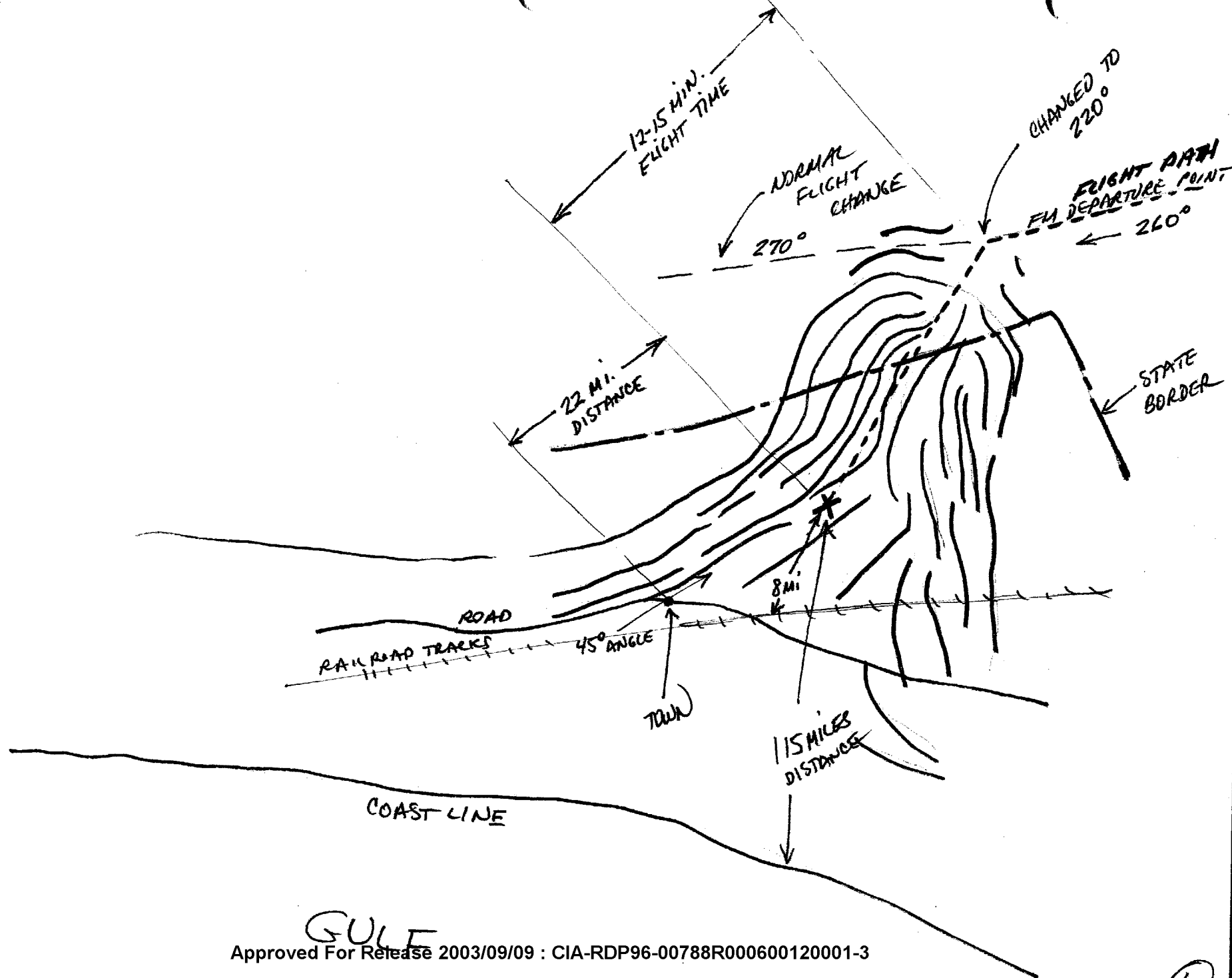
#14: No, okay.

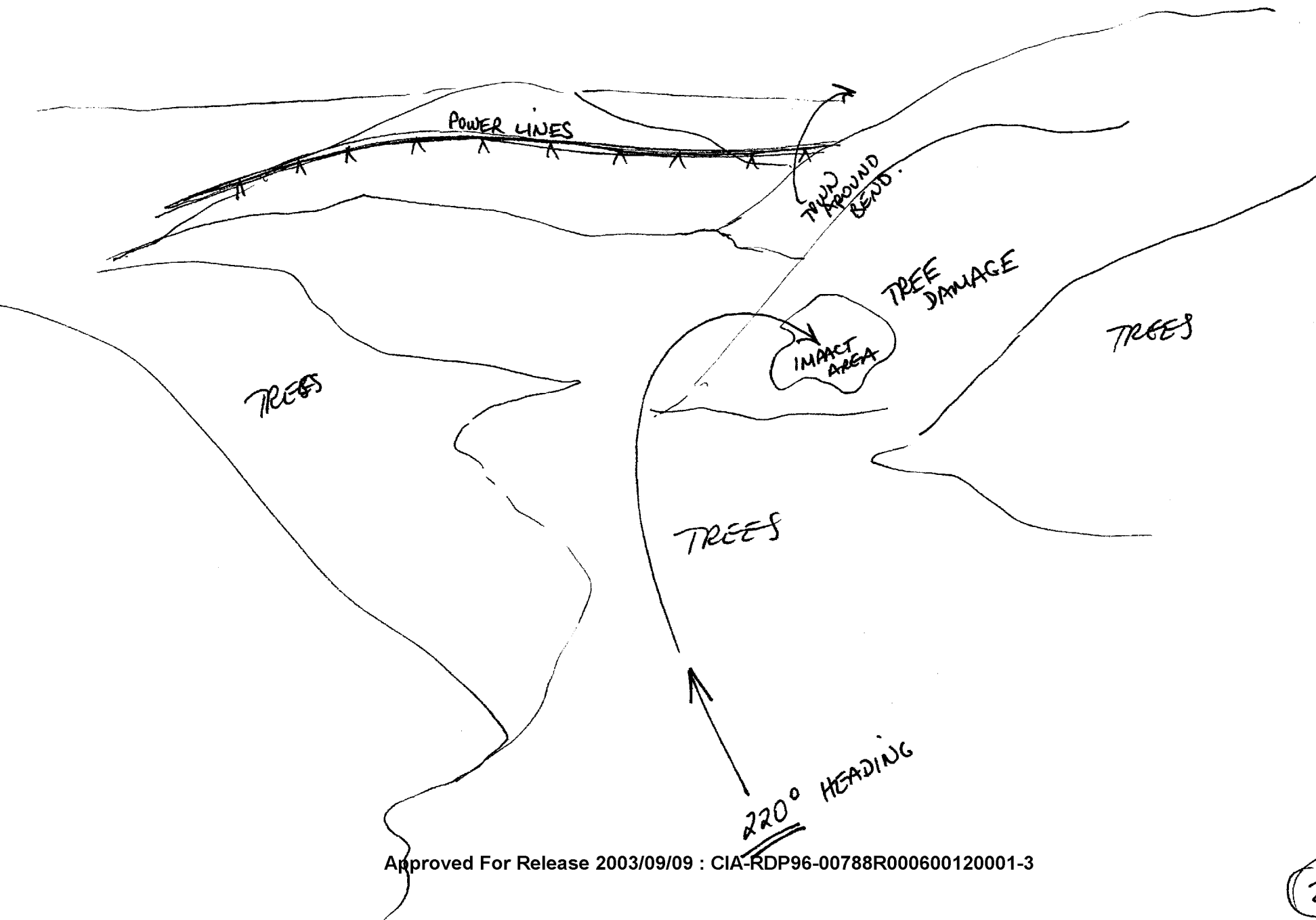
#01: Not visible. It's down around that bend..... That's it.

#14: Okay. End of session.

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TAB





TAB

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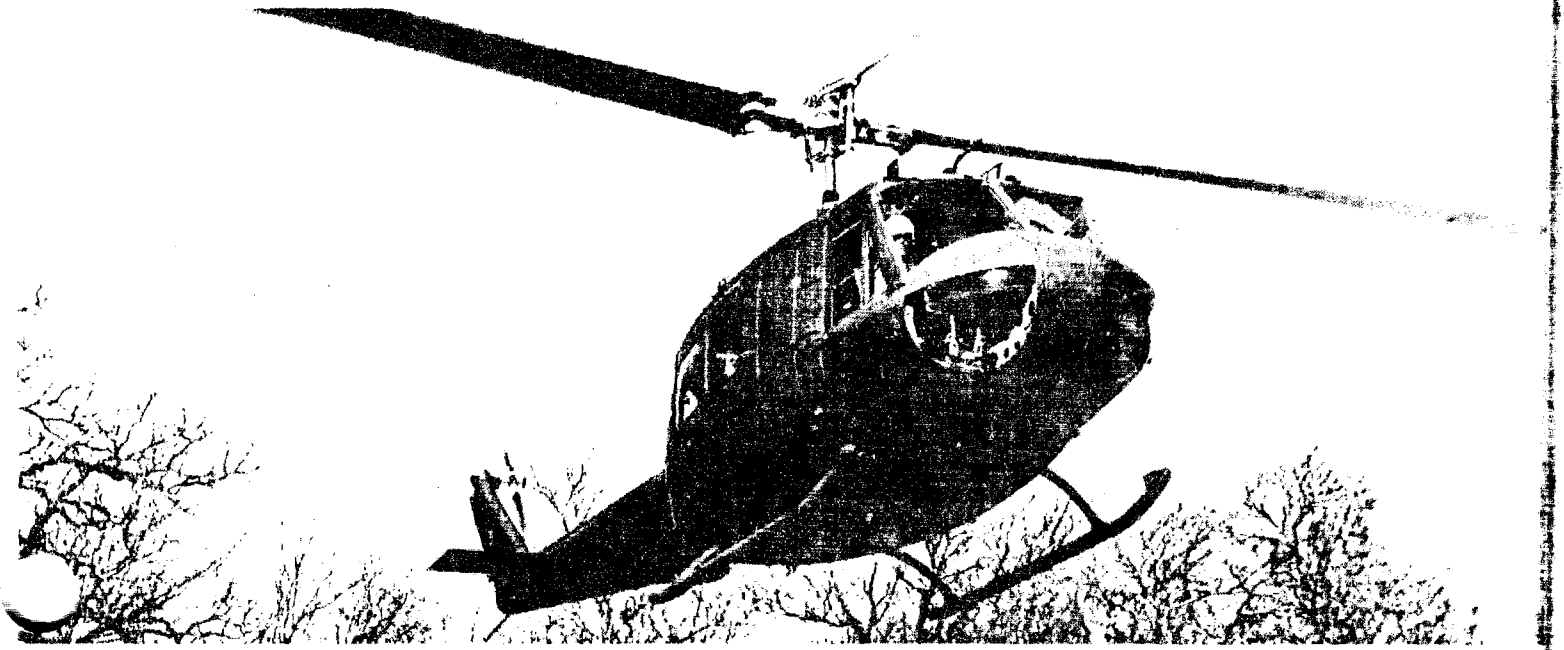
TARGET CUIING INFORMATION

REMOTE VIEWING (RV) SESSION DC-96

1. (S/NOFORN) The remote viewer was shown the attached photo with the information thereon. He was told that the helicopter disappeared somewhere in the world and had not been located yet.
2. (S/NOFORN) The remote viewer was asked to return to 17 February 1981, before the disappearance took place and describe the events preceding the disappearance of this helicopter.

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UH-1H (1973) TAIL* 73-21711

17 FEB 81 @ 0700 LOCAL TIME

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